

## Message Text

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ACTION EB-07

INFO OCT-01 ARA-06 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 CIEP-01 FAA-00 L-03 SY-05

MCT-01 NSC-05 SS-15 EUR-12 /065 W

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R 282135Z OCT 76

FM AMEMBASSY MEXICO

TO SECSTATE WASHDC 8294

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PASS FAA SW REGIONAL OFFICE, FT WORTH, TX

E.O. 11652: N/A

TAGS: EAIR, MX, US

SUBJECT: NEW GOM CIRCULAR ON AIRPORT AND AIRCRAFT SECURITY

REF: A) MEXICO 13663, B) FALK-HAYNE TELCON OF 10/26/76

C) MEXICO 11532

SUMMARY: GOM ISSUED CIRCULAR EFFECTIVE OCTOBER 15, REQUIRING, INTER ALIA, SECURITY SCREENING OF PASSENGERS AND HAND LUGGAGE ON INTERNATIONAL FLIGHTS. MOTIVATION FOR GOM ACTION APPEARS TO BE NOVEMBER COMMENCEMENT OF EL AL SERVICE TO MEXICO CITY, ALTHOUGH REQUIREMENT IS APPLICABLE TO OTHER MEXICAN AIRPORTS WITH INTERNATIONAL SERVICE. CIRCULAR REQUIRES AIRLINES OR AUTHORIZED ENTITIES TO CARRY OUT SCREENING USING APPROVED ELECTRONIC EQUIPMENT. AIRLINES CURRENTLY DISCUSSING REQUIREMENTS WITH GOM. IT APPEARS LOCAL MEXICAN FIRM MAY BE DESIGNATED TO PERFORM SECURITY CHECKS. IF SO, FAA-DONATED METAL DETECTORS FOR MEXICO CITY MAY BE UNNECESSARY. END SUMMARY.

1. GOM DIRECCION GENERAL DE AERONAUTICA CIVIL (DGAC) ISSUED CIRCULAR DATED SEPTEMBER 24 EFFECTIVE OCTOBER 15 TO ALL SCHEDULED AIRLINES OPERATING IN MEXICO WHICH A) REQUIRES THE AIRLINES OR DESIGNATED ENTITIES TO SCREEN ALL PASSENGERS  
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AND HAND LUGGAGE ON INTERNATIONAL FLIGHTS AND B) SETS FORTH

PROCEDURES TO BE FOLLOWED IN CASE OF BOMB THREAT TO AIRCRAFT OR HIJACKING (TRANSLATION OF TEXT BEING SENT SEPTTEL). REASON FOR NEW REQUIREMENTS APPARENTLY IS NEED FOR IMPROVED SECURITY PROCEDURES WHAT WITH EL AL WEEKLY SERVICE TO MEXICO CITY SCHEDULED TO BEGIN NOVEMBER 9.

2. CIRCULAR IS WELCOMED DEVELOPMENT SINCE A) IT APPLIES TO ALL MEXICAN AIRPORTS WITH INTERNATIONAL SERVICE AND B) SHOULD FACILATE EFFORTS BY THE FAA AND AIR LINES SERVING THE U.S. TO UPGRADE THEIR SECURITY PROCEDURES AND ARRANGEMENTS AT MEXICAN AIRPORTS AS REQUIRED BY U.S. REGULATIONS.

3. DISCUSSIONS BETWEEN GOM AUTHORITIES AND THE AIRLINES REPRESENTATIVES INDICATE SOME DIVERGENCE IN VIEW AS TO HOW REPRESENTATIVES INDICATE SOME DIVERGENCE IN VIEW AS TO HOW TO PROCEED, PARTICULARLY AT MEXICO CITY. PRESENTLY, THE LINES SERVING THE U.S. UTILIZE THEIR OWN PERSONNEL TO CARRY OUT SCREENING WITH HAND WANDS AND TO MANUALLY SEARCH CARRY-ON LUGGAGE AT THE INDIVIDUAL DEPARTURE GATES. THESE PROCEDURES HAVE NOT BEEN CONSIDERED ALTOGETHER SATISFACTORY BY THE AIRLINES AND THE FAA FOR THAT MATTER. MOREOVER, THE UNION-IZED AIRLINE EMPLOYEES DO NOT WANT THE RESPONSIBILITY BECAUSE OF THE RISK INVOLVED. ALSO, THEY HAVE NO LEGAL STATUS UNDER MEXICAN LAW SHOULD AN INCIDENT OCCUR. FURTHERMORE, THE CONFIGURATION OF THE AIRPORT AND DEMANDS ON GATES RESULTS IN THE COMINGLING OF DOMESTIC AND INTERNATIONAL PASSENGERS WHICH MAKES THEIR TASK EVEN MORE DIFFICULT. AS A RESULT THE AIRLINES REPORTEDLY HAVE ARGUED THAT THE ULTIMATE RESPONSIBILITY FOR SECURITY RESTS WITH THE GOM (AEROPUERTOS AND SERVICIOS AUXILIARES, WHICH OPERATES THE AIRPORT, THE DGAC AND THE FEDERAL POLICE) AND THAT THERE IS A NEED FOR A SINGLE ENTITY TO PERFORM THE SCREENING, WITH THE AIRLINES CONTRIBUTING TO THE COSTS THEREOF. THE GOM AUTHORITIES, HOWEVER, APPEAR RELUCTANT TO TAKE ON THIS RESPONSIBILITY, PREFERRING INSTEAD TO CONTRACT THE TASK TO A PRIVATE ENTITY.

4. THERE IS SUCH AN ENTITY WAITING IN THE WINGS---AERORAMPA, WHICH REPORTEDLY HAS ORDERED THE NECESSARY ELECTRONIC METAL DETECTORS AND X-RAY EQUIPMENT TO PERFORM THE JOB AT MEXICO CITY. AERORAMPA MAY BE THE SOLUTION PROVIDED THE AIRLINES ARE CON-

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VINCE THE FIRM CAN DO THE JOB, ESPECIALLY THAT OF COMPLYING WITH U.S. LEGAL REQUIREMENTS. EMBASSY UNDERSTANDS THAT SEVERAL U.S. AIRLINES SUPPORT THE AERORAMPA IDEA, PARTICULARLY SINCE THEY WOULD BE RELIEVED OF THE TASK OF PROCURING, IMPORTING AND MAINTAINING THE REQUISITE EQUIPMENT. THIS IS AN IMPORTANT CONSIDERATION SINCE EFFORTS OF THE U.S. AIRLINES TO BRING IN SEVEN FAA-DONATED METAL DETECTORS (SEE PARA 4, REFTTEL C) HAVE BEEN STYMIED BY MEXICAN CUSTOMS.

5. SHOULD AERORAMPA BE GIVEN THE JOB, THERE PRESUMABLY WILL NOT BE A NEED FOR THE SEVEN FAA-DONATED METAL DETECTORS AT MEXICO CITY. THEY MAY, HOWEVER, BE OF USE AT OTHER AIRPORTS. THE FAA AND U.S. LINES MAY WISH TO CONSIDER THEIR USE ELSEWHERE ASSUMING AERORAMPA IS GIVEN THE GO-AHEAD, BUT DOES NOT RECEIVE A CONTRACT TO PERFORM SECURITY SCREENING AT ALL MEXICAN INTERNATIONAL AIRPORTS.  
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## Message Attributes

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